

NCDOT Prioritization 3.0 Project Summary

Mode: Highway **SPOT ID:** H142095 Status: Submitted

SR-3032 (New Haw Creek Road)

From/Cross Street: US 70 (Tunnel Road) Specific Improvement Type: 16 - Modernize Roadway

To: SR 2289 (Huntington Chase Drive) Project Category: Division Needs

Length: 2.27 TIP#:

Fully Funded in Draft STIP? No Cost to NCDOT: \$3,896,000

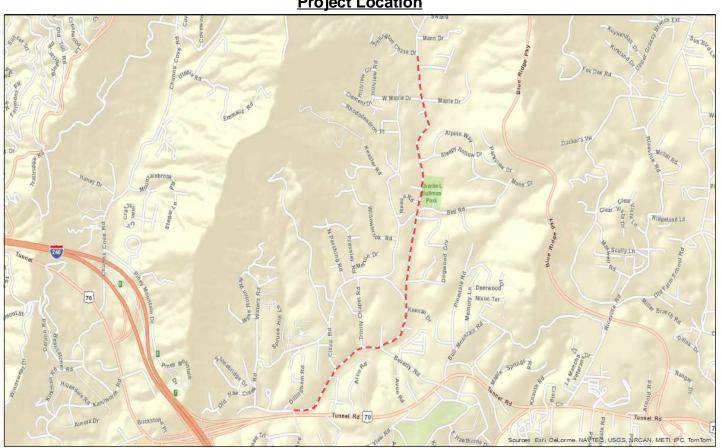
Description:

Upgrade existing roadway to NCDOT standards and add turn lanes and signals where needed to improve safety.

Division(s): Division 13 County(s): BUNCOMBE

MPOS(s)/RPO(s): French Broad River MPO

Project Location



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Statewide N	Mobility Total	Score: 0
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Quanitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
	N/A	N/A
Totals: Weight: 0% Weighted Score: 0		

Regional Impact Total Score: 0

Quanitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
	Percent: 15% Points:	Percent: 15% Points:
Totals: Weight: 0% Weighted Score: 0		

Division Needs Total Score: 0

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%) [Travel Time] Benefit/Cost (20%) Congestion (V/C) (20%) Totals: Weight: 50% Weighted Score	58.01 0.00 22.67 e: 10.33	Percent: 25% Points:	Percent: 25% Points:

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Project Data *

Existing Conditions

Existing Cross-Section: Speed Limit: 35 2.27 Length (miles); Arterial Facility Type: None Access Control: Functional Classification: Local Terrain Type: Mountainous Lane Width: 9 Paved Shoulder Width: 0 Roadway has Curb & Gutter? No Volume (AADT): 5400.21 Capacity: 15800.6 Volume/Capacity Ratio: 0.34 % Autos: 100% % Trucks: 0% 0 Truck Volume: 72.17 Crash Density: Crash Severity: 65.54 36.33 Critical Crash Rate: Crash Frequency: 0 Severity Index: 0 County Tier Designation: 3 Non-Interstate STRAHNET No Route? Average Commuting Time: 16 Existing Median Type (for Undivided Cost Estimation): Pavement Condition Rating: 94 0 **Actual Congested Speed:**

Travel Time Index:

Project Benefits

Project Cross-Section: Speed Limit: Length (miles): Facility Type: Arterial Access Control: Functional Classification: DOT Design Lane Width: Travel Time Savings for 30 Years (Total): Travel Time Savings for 30 Years (Trucks): Long-Term Employment: % Change in Economy: Provides Direct Connection to Transportation Terminal? Does project upgrade how the roadway functions? In CTP or LRTP? CTP/LRTP Completion Year: Submitted by: Division 13		1
Length (miles): 2.27 Facility Type: Access Control: None Functional Classification: Local TerrainType: Mountainous DOT Design Lane Width: DOT Design Paved Shoulder Width: Travel Time Savings for 30 Years (Total): Travel Time Savings for 30 Years (Autos): Travel Time Savings for 30 Years (Trucks): Long-Term Employment: % Change in Economy: Provides Direct Connection to Transportation Terminal? Does project upgrade how the roadway functions? In CTP or LRTP? CTP/LRTP Name: CTP/LRTP Completion Year:	Project Cross-Section:	
Facility Type: Arterial Access Control: None Functional Classification: Local TerrainType: Mountainous DOT Design Lane Width: 12 DOT Design Paved 2 Shoulder Width: Travel Time Savings for 30 Years (Total): Travel Time Savings for 30 Years (Autos): Travel Time Savings for 30 Years (Trucks): Long-Term Employment: % Change in Economy: Provides Direct Connection to Transportation Terminal? Does project upgrade how the roadway functions? In CTP or LRTP? CTP/LRTP Name: CTP/LRTP Completion Year:	Speed Limit:	35
Access Control: Functional Classification: TerrainType: Mountainous DOT Design Lane Width: DOT Design Paved Shoulder Width: Travel Time Savings for 30 Years (Total): Travel Time Savings for 30 Years (Autos): Travel Time Savings for 30 Years (Trucks): Long-Term Employment: % Change in Economy: Provides Direct Connection to Transportation Terminal? Does project upgrade how the roadway functions? In CTP or LRTP? CTP/LRTP Name: CTP/LRTP Completion Year:	Length (miles):	2.27
Functional Classification: TerrainType: Mountainous DOT Design Lane Width: DOT Design Paved Shoulder Width: Travel Time Savings for 30 Years (Total): Travel Time Savings for 30 Years (Autos): Travel Time Savings for 30 Years (Trucks): Long-Term Employment: % Change in Economy: Provides Direct Connection to Transportation Terminal? Does project upgrade how the roadway functions? In CTP or LRTP? CTP/LRTP Name: CTP/LRTP Completion Year:	Facility Type:	Arterial
TerrainType: Mountainous DOT Design Lane Width: 12 DOT Design Paved 2 Shoulder Width: 7ravel Time Savings for 30 Years (Total): 7ravel Time Savings for 30 Years (Autos): 7ravel Time Savings for 30 Years (Autos): 7ravel Time Savings for 30 Years (Trucks): 7ravel Time Savings for 30 Years (Autos): 7ravel Time Savings for 30 Years (Trucks): 7ravel Time Savings for 30	Access Control:	None
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Shoulder Width: Travel Time Savings for 30 Years (Total): Travel Time Savings for 30 Years (Autos): Travel Time Savings for 30 Years (Trucks): Long-Term Employment: % Change in Economy: Provides Direct Connection to Transportation Terminal? Does project upgrade how the roadway functions? In CTP or LRTP? CTP/LRTP Name: CTP/LRTP Completion Year:	DOT Design Lane Width:	12
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CTP/LRTP Name: CTP/LRTP Completion Year:		No
CTP/LRTP Completion Year:	In CTP or LRTP?	
	CTP/LRTP Name:	
Submitted by: Division 13	CTP/LRTP Completion Year:	
	Submitted by:	Division 13

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^{*} Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership

Division

Division	Percent	Regional Impact	Division Needs
Division 13	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
French Broad River MPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$3,896,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$3,896,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$3,896,000	

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